

1389
**THE ILLUSTRATED
WAR
NEWS**



WITH THE RUSSIANS: AT A FIELD KITCHEN.

PRICE SIXPENCE; BY INLAND POST, SEVENPENCE.

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

This Week's

“Sketch”

(June 7) is a

KIRCHNER

NUMBER;

that is, it contains a Magnificent
Coloured Presentation Plate by

RAPHAEL KIRCHNER.

**GET YOUR COPY NOW;
OR YOU MAY BE TOO LATE!**

“The Sketch.”

Every Wednesday.

6d.

6d.

PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

PART 96 COMPLETES THE EIGHTH VOLUME

OF

The Illustrated War News

PUBLISHED ON WEDNESDAY MORNINGS—SIXPENCE.



**A HANDSOME
BINDING COVER**

for VOLUME VIII.

IN HALF-MOROCCO

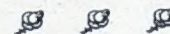
is NOW ON SALE, to hold Nos. 85 to 96 of this
Popular Publication.

Price 3/3 with Title-page. *Post free 3d. extra.*

Or can be obtained through all Newsagents and Railway Bookstalls.

SIMILAR COVERS for Vols. I. to VII. ARE ALSO ON SALE.

*Each complete Volume, beautifully bound in half-morocco,
can be purchased for 10/6.*



PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

THE
Illustrated London News

of JUNE 3 contains illustrations of—

GENERAL JOFFRE IN HIS ROOM AT HEAD-
QUARTERS.

PICTURES OF THE WORLD - WAR FROM
MANY LANDS.

A CHEERFUL GROUP OF GERMAN PRISONERS.

BRITISH MONITORS IN ACTION AND
UNDER FIRE.

FROM AFRICAN AND EUROPEAN WAR AREAS.

THE FALL OF MORA.

THE NAVY'S WAY WITH ZEPPELINS.

THE END OF THE "L 7."

RUSSIANS WELCOMED IN PERSIA.

A GUNBOAT BOMBARDMENT ON LAKE
GARDA.

IRISH ANSWERING ENEMY TAUNTS.

WITH THE BRITISH NAVY IN MID-AFRICA.

PHOTOGRAPHS OF THE FALL OF ERZERUM.

OFFICERS ON THE ROLL OF HONOUR.

A 60-POUNDER IN THE ACT OF BEING FIRED.

A HEAVY HOWITZER IN ACTION. Etc., Etc.

The next issue of "The Illustrated London News" will be of equal interest.

*You can only realise what the Great War means by having it brought before you
in the pages of the Best Illustrated Weekly, the*

Illustrated London News

Every Friday.]

PRICE SIXPENCE WEEKLY.

[Every Friday.

PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

EDITORIAL OFFICE: MILFORD LANE, STRAND, LONDON, W.C.

Send your "SKETCH" to the Trenches.

EVERY SOLDIER AT THE FRONT SAYS:

"What I want to see is something pretty
and bright ; something to while away the
time and to keep us amused."

"THE SKETCH"

always contains—

*AMUSING PAGES. CHEERFUL LITERATURE,
and PRETTY FACES.*

6d.

EVERY WEDNESDAY.

6d.

The Illustrated War News. ^{BS 9}



THE BRITISH NAVAL SUCCESS IN THE NORTH SEA: FIRING THE BIG GUNS OF A BATTLE-CRUISER IN ACTION

Photograph by Newspaper Illustrations.

SPECIAL NOTICE TO OUR READERS.

In response to requests by many readers, we are altering the shape of "The Illustrated War News," beginning with the next issue, which is the first number of a new volume. We believe that the change will be welcome, and can give an assurance that the paper will be no less interesting than before. Further, it will be found to have several fresh features. As already suggested, we make the alteration with the next issue, so that those who are binding the paper will not be inconvenienced. The price, as before, will be Sixpence. There will be the same number of pages, and the same amount of photogravure. Look out for the Number on the bookstalls. It will be readily recognisable.

THE GREAT WAR.

A PORTION at least of our Fleet has at length been able to come up with the German High Sea Fleet, and to have fought it. On the afternoon of May 31 the British Battle-Cruiser Fleet, with some light cruisers and cruisers, supporters of four fast battle-ships, encountered the enemy off the coast of Jutland, between the Skagerack and Horns Reef, and a series of heavy engagements were fought through the afternoon and night.

In these engagements the losses to both sides were heavy, our own amounting to fourteen vessels, though we can only conjecture the extent of the enemy's casualties—his own account mentioning but four large ships sunk, as against our estimated total of eighteen, of all kinds. The brunt of the fighting was borne by our battle-cruisers and light cruisers, who, in spite of difficulties—low visibility is one mentioned—apparently kept the full German Fleet engaged until our capital ships appeared, when the Germans broke off and made for port. This may well be the reason for our losses, for our cruisers would have to face the heavy metal of the German battle-ships until our own came up to answer them in kind. Whatever the reason, we have suffered to the extent of the sinking of the *Queen Mary*, *Indefatigable*, *Invincible*, *Black Prince*, and *Defence*; while the *Warrior* was disabled, and abandoned by her crew after being taken in tow. To this must be added



ON BOARD A BRITISH WAR-SHIP IN THE MEDITERRANEAN: COMMANDER J. B. WATERLOW, D.S.O. (X) INSPECTING A RANGE-FINDER.

In the background may be noted a life-saving raft constructed somewhat on the lines of a life-belt.—[Photo. by Sport and General.]

the loss of eight destroyers. The Germans admit the loss of the small cruiser *Wiesbaden* sunk by gun-fire, the battle-cruiser *Pommern* sunk by torpedo, and the *Frauenlob* still missing; while the casualties among other craft are unstated. The German report shows damage rather lavishly among our ships, "a large number of battle-ships" being among those badly struck, the "large number" not agreeing at all with the British statement of "four" only. No British battle-ship or light cruiser was sunk. On the other hand, a very sober statement issued by the British Admiralty estimates that, in addition to other damage done by gun-fire to various ships, there must be ranked among the decisive German casualties at least one battle-ship sunk, and an important one, too, of the *Kaiser* class (24,700 tons), and probably another; at least another battle-cruiser—either the *Lutzow* or the *Derfflinger* (26,600 ton vessels)—another destroyer and a submarine. A number of eye-witnesses and rescued German sailors give a larger variety of German losses, but from the very sobriety of its reports—and they have been stern and almost discomposingly rigid—the Admiralty estimate can be considered a just one. In the light of this, it can be concluded that the German estimate which gave them only nine ships lost against our fourteen is false, and that they have lost at least eighteen ships, and perhaps it will prove still more.

It will be seen that the Battle-Cruiser Fleet suffered the most heavily on our side,

the *Que*
of the *Q*
and wa
armam
with ei
slightly
(1906),
More i
highly t
men.
is boun
one—pe
5000—
this in
and na
necessa
apart f
the esti
certainl
for pes
conic se
miralty
with the
of the *C*
"Victor
first a
sion. C
liable fa
us eithe
humiliat
stances
a victory
parative
losses in
advanta
better su
Germany
merit of
the *Que*
heaviest
class pla
the actio
neutrals

the *Queen Mary*, *Indefatigable*, and *Invincible* being of this class. The loss of the *Queen Mary* is, perhaps, the gravest. She was of late building (1913), and was a 27,000-ton turbine-vessel carrying eight 13.5-in. guns as her chief armament. The *Indefatigable* was built in 1911, was an 18,750-ton boat with eight 12-in. guns. The *Invincible* had the same armament, was slightly lighter in tonnage, and was built in 1909. The *Black Prince* (1906), *Defence* (1909), and *Warrior* (1907) were lighter, 9.2-gun boats. More important, and more poignant, is the loss of so many brave and highly trained officers and men. The casualty list is bound to be a heavy one—perhaps as many as 5000—and the effect of this in both a personal and national sense must necessarily be deep. But apart from these losses, the estimate of the battle certainly gives no reason for pessimism. The laconic severity of the Admiralty reports, coupled with the undue readiness of the Germans to shout "Victory," gave us at first a sense of depression. Close study of reliable facts fails to show us either grounds for our humiliation or circumstances to give Germany a victory. As far as comparative values go, the losses in ships are to our advantage, and we can better sustain them than Germany. In actual merit of ships, the loss of the *Queen Mary* is the heaviest for us; and against that the sinking of a vessel of the *Kaiser* class places the profit very much on our side. As for the moral value of the action, all that we need do is to repeat the opinion of unprejudiced neutrals—and that is that, if Germany won the victory, she showed a

strange manner of enforcing it when she left the battlefield to her foes and hastened back to the cover of her ports. In practical value the battle changes nothing. We are still supreme at sea, we still hold to our blockade, we still use the seas for all our traffic—military and commercial—and not even this German "victory" has affected these things.

This week sees the continuation of the two great Germanic land offensives—that at Verdun and that directed against the Italians—in full

swing, and a third and as yet undeveloped movement by the Bulgarians into Greece. The last is more or less hidden in the veils and rumours of Athens; the first appears to be suffering more loss of life than is commensurate with the gain of ground; and the Austrian advance, though making headway in the centre, is apparently being hampered by the immovable Italian defence on the wings.

This Austrian stroke shows itself as a largely planned affair pressed outward from Trent in a somewhat irregular half-circle stretching from the Val Lagarina directly south of Trent, through the border passes of the Astico and the Val d'Assa to the Val Sugana directly east of Trent.

The Austrians, using an enormous number of heavy guns, were able in the first impulse of the attack to drive the Italians outward to the Zugna Torta and Coni Zugna positions in the Val Lagarina, and almost as far as Ospedaletto in the Val Sugana. These are the wing points. Here the



BRITISH LAW AND ORDER IN BASRA: THE ASSISTANT COMMISSIONER OF POLICE INSPECTING ARAB POLICEMEN BEING DRILLED BY AN ARAB SERGEANT.

Recruits for the Basra Police, now under British administration, are drawn from the best class of Arabs, and must be men of very good character. Some are seen here being put through their first drill.—[Photo. by C.N.]

Italians, in spite of heavy Austrian attacks, have stood firm. In the centre, after desperate fighting, the enemy has been able to oust the Italians from their positions, and has forced his way forward until the towns of Arsiero and Asiago and the forts about them have been taken. Gallio, a town north-east of Asiago, and a point on the communications of the South Tyrol, has also, according to Austrian report, fallen into enemy hands. To the west centre, though the Austrians have forced their way across the Porsina torrent, they have been held; and the strong fortifications of Monte Pasubio have yet to be carried. This broad enemy advance has given them (the figures are their own) something like 96 square miles of Italian territory, many guns, and 30,000 prisoners. From themselves, too, we can gather that their aim is to threaten effectually the inner lines and communications of our Ally. The Italians are confident that they can frustrate this intention, and maintain that they can rely on the positions they have prepared and are now taking over.



"AUCTIONEER" AND ARTIST WHO HELPED THE RED CROSS AT NEWMARKET:
MR. LYNWOOD PALMER AND THE HON. MRS. GEORGE LAMBTON.

Mr. Lynwood Palmer, the well-known horse painter, presented Mrs. George Lambton with a blank canvas, which she sold by auction for the Newmarket Depot of the Red Cross. It was bought for 440 guineas by Mr. R. C. Dawson, who trained Fifiella, the Derby and Oaks winner.—[Photo. by Sport and General.]

The German attack at Verdun has been carried on with an unprecedented fury. Bombardments have been terrible, and attacks have been sent forward in enormous masses. As usual, the attacks have followed two lines of assault, the one being taken up when the other was exhausted. The first was that directed round the eastern flank of Mort Homme against the Cumières-Béthincourt road. After great losses, the Germans were able to force themselves into the Caurettes Wood, but the fighting is ding-dong, and the French have been able to retake ground about Cumières and in the wood after the Germans had captured it, and also to make advances on the slopes of Mort Homme. To the east of the Meuse the offensive was resumed against the Vaux-Damloup sector. Here, after many costly efforts, the enemy gained a foothold in the village of Damloup, but could not dislodge the French from the main hold. Following still more costly fighting, they gained entry into the Fosse of Vaux Fort itself. Our Allies, however, still maintain a powerful hold on the interior defences, and are so far defying all attacks.

On the British front the Germans made a successful drive at our trenches between Hooze and the Ypres-Menin Railway; pressing forward, they were able to penetrate to a depth of 700 yards, but were then met by the Canadians, who, in a series of counter-attacks, still in progress, have been able to drive them steadily back. The Canadians have again shown great gallantry. There has also been a considerable amount of local activity on our line.

LONDON: JUNE 5, 1916.

W. DOUGLAS NEWTON.



GIVER OF A PRINCELY WAR GIFT:
THE MAHARAJA OF BIKANER.

On the occasion of the King-Emperor's birthday, the Maharaja of Bikaner placed at his Majesty's disposal, from his privy purse, 250,000 rupees (about £17,000) to be devoted as his Majesty might think fit for purposes of the war.

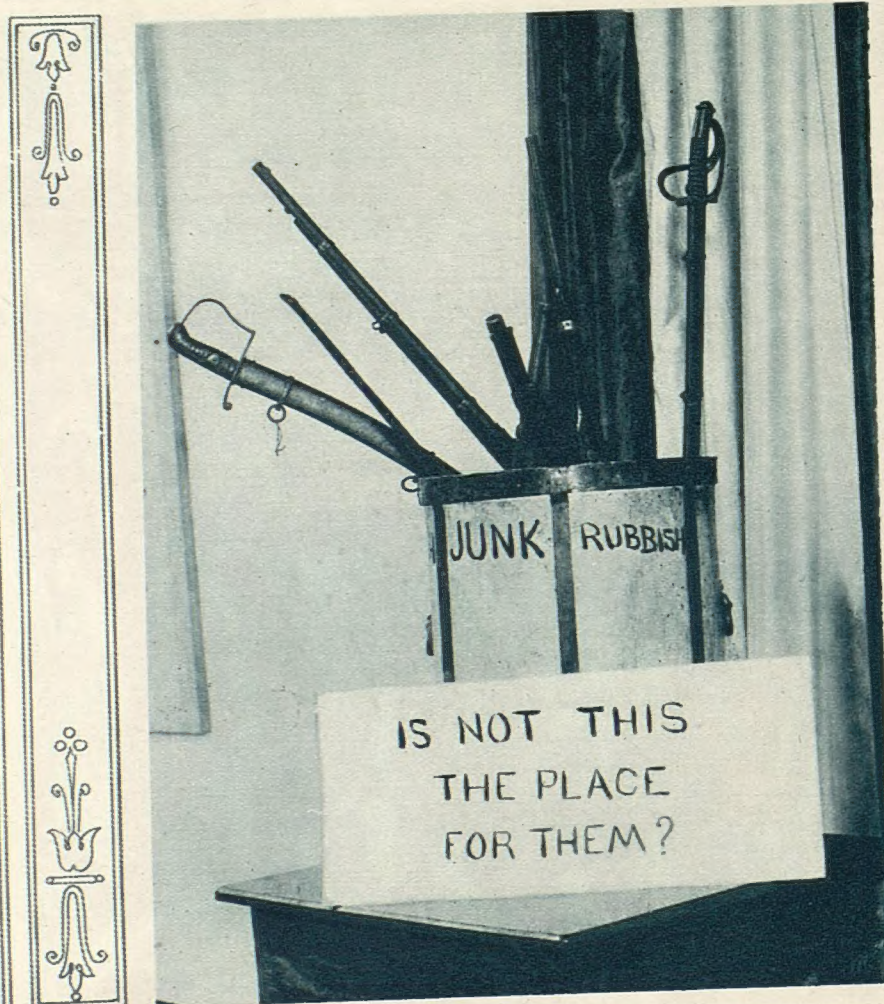
Photo. by Ernest Brooks.



THE U.S. SITTING UP AND TAKING NOTICE! THE "PREPAREDNESS PLEADERS" PARADE PASSING DOWN FIFTH AVENUE, NEW YORK.

To arouse public interest in the United States in "better military, naval, and industrial preparedness," a great popular demonstration of "Preparedness Pleadings" was organized in New York by a committee of business men, and held on May 13. Over 150,000 people took part in the demonstration, which was watched by upwards of a million spectators, the day being observed as a general holiday. People of all

classes and callings, men and women, young and old, marched twenty-four abreast through the streets, everyone carrying national flags. The long army of processionists made, it is declared, the largest civilian parade ever held in America. Two hundred bands headed the various sections of the column, which took thirteen hours to pass the reviewing-stand.—[Photo. by Illustrations Bureau.]



PACIFISM IN NEW YORK: AT THE AMERICAN WOMEN'S PEACE PARTY EXHIBITION.
American opinion is divided on the question whether the United States ought to take part in the war. Elsewhere in this number we illustrate the movement in that country in favour of more efficient military "preparedness." The two photographs given above indicate opposition to that view. They were taken at an anti-war exhibition recently opened in New York in connection with the American Women's Peace

ANTI-WAR PROPAGANDA IN AMERICA: A JINGO "UNCLE SAM" TRAVESTIED.
Party propaganda. One suggests that the best place for death-dealing weapons is the rubbish-box or the scrap-heap. The other represents a jingo "Uncle Sam," caressing a cannon and equipped with all kinds of modern weapons, including a poison-gas cylinder (lying at his feet). The phrase, "All dressed up and no place to go," is the title of a song in "Mr. Manhattan."—[Photos. by Photopress.]

One effect of
among the troo
Army, some a
Mass have been



RELIGION IN THE FRENCH ARMY: A PRIEST CELEBRATING MASS IN A QUARRY, WITH A CONGREGATION OF SOLDIERS.

One effect of the war has been to cause a quickening of the religious spirit in France, and especially among the troops in the field. As is well known, there are thousands of priests serving in the French Army, some as military chaplains, some as officers, and the majority in the ranks. Many altars for Mass have been improvised at or near the front. One such shrine is described by Kipling in "France

at War," thus—"And there came a priest, who was a sub-lieutenant, out of a wood of snuff-brown shadows and half-veiled trunks. Would it please me to look at a chapel? It was all open to the hillside, most tenderly and devoutly done in rustic work." Our photograph shows an outdoor Mass being celebrated in a quarry.—[Photo. by Baudouin.]



IN FLOODED MESOPOTAMIA: AN INDIAN SOLDIER BRINGING IN HIS WASHING.

The floods of Mesopotamia formed an obstacle to the Anglo-Indian advance harder to overcome than the Turks, and prevented the relief of Kut. Lord Kitchener said in the House of Lords after the surrender of General Townshend and his troops, that it "reflects no discredit on themselves or on the record of the British and Indian Armies. Every effort was, of course, made to relieve the beleaguered force, and



THE FLOODS BEGINNING TO SUBSIDE: THE INDIANS' CAMP IN PALM-GROVES.

I am not travelling beyond the actual facts in saying that to the adverse elements alone was due the denial of success; the constant rain and consequent floods not only impeding the advance, but compelling—in lieu of turning movements—direct attacks on an almost impossibly narrow front. No praise would seem extravagant for the troops under Sir Percy Lake and Sir George Gorringe."—[Photos. by C.N.]

WHERE

Writing from
and the marsh
bunds to save
storm of extra



WHERE CAMPS WERE INUNDATED AND TROOPS HAD TO SWIM FROM THEIR TRENCHES: A FLOODED PALM-GROVE IN MESOPOTAMIA.

Writing from Mesopotamia on April 13, Mr. Edmund Candler said: "We have had to fight the Tigris and the marsh in the last few days, as well as the Turks, and much labour is spent in building up bunds to save our camp from inundation. . . . On the night of the 11th we were visited by a thunderstorm of extraordinary violence, and yesterday afternoon we had a waterspout, a hailstorm, and a

hurricane. The spray was leaping 4 feet high on the Tigris, and . . . the Suwaicha Marsh threatened to come in and join the river and flood our camp. At about sunset it broke into our forward trenches . . . a wave of water coming over the bund like a wall, swamping kit, rations, and entrenching-tools. Some of the brigade on our right had to swim."—[Photo. by C.N.]



FRIENDLY ARABS WORKING FOR THE BRITISH IN MESOPOTAMIA: PREPARING A NEW SITE FOR THE INDIANS' CAMP AFTER FLOODS.

Although a few of the Arabs in Mesopotamia have shown themselves hostile to the British forces, and have fought for the Turks in bands of irregular and predatory horsemen, the Arab inhabitants of places occupied by our troops have proved well-disposed. They are glad to avail themselves of opportunities of employment afforded by our military requirements, as in preparing sites for camps, or making roads.

On another page, for example, we give a photograph showing a number of Arabs engaged on repaving the streets of Basra. The Arab tribes under the Sheikhs of Mohammerah and Koweit, enlightened rulers, who (to quote Mr. Edmund Candler) "are bound to us by mutual services and an honourable tradition of good faith," are among those with whom our relations have been particularly friendly.—[Photo. by C.N.]

FRIEND

The British soldiers are especially well-treated by the Arabs, who are left behind as our photograph shows.



FRIENDLY RELATIONS WITH THE NATIVES OF MESOPOTAMIA: A BRITISH SERGEANT CARRYING A LITTLE ARAB GIRL ACROSS FLOODED LAND.

The British soldier is always popular wherever he goes, among the inhabitants of foreign lands, and especially with the children. They bring back memories, in some cases no doubt, of the "little things he left behind him" when he left home to fight his country's battles in distant parts of the world. As our photograph shows, he has acted up to his reputation for kindness among the Arabs of Meso-

potamia, as in many other regions during the present war. A sergeant is seen carrying a dusky little damsel over flood water which would not have improved the bangles on her ankles if she had been obliged to wade. Sand-bags, it will be noticed, have been used for the unusual, peaceful purpose of stepping-stones.—[Photo. by C.N.]

Little Lives of Great Men.

LXXIII.—VICE-ADMIRAL STURDEE

VICE-ADMIRAL Sir Frederick Charles Doveton Sturdee was born on June 9, 1859, and is the son of Captain Frederick Sturdee, R.N. He entered the Royal Navy in 1871. Twenty-eight years later he had attained the rank of Captain, and nine years thereafter he was promoted Rear-Admiral. He saw his first active service on board the *Hecla* in the Egyptian War of 1882. He was present at the bombardment of Alexandria, and received the Egyptian medal and other decorations. From 1893 to 1897 he was Assistant to the Director of Naval Ordnance. In 1899 he commanded the British Force in Samoa, and from 1900 to 1902 he was Assistant-Director of Naval Intelligence. For the two years following 1905 he was Chief of the Staff in the Mediterranean Fleet, and in the latter year took up the same position in the Channel Fleet. From 1907 to 1908 he was A.D.C. to the King, and Rear-Admiral of the First Battle Squadron in 1910. He has twice received the gold medal of the Royal United Service Institution. For his services in Samoa he was created C.M.G. In 1906 he was appointed a Companion of the Victorian Order, and in 1913 a Knight-Commander of the Bath. From 1912 to 1913 he held the command of the Second Cruiser Squadron, and in 1914 he became Chief of the War Staff. Vice-Admiral Sturdee will always be remembered for the brilliant manner in which he avenged Admiral Cradock and the *Good Hope*. As soon as the news of the disaster of Coronel had been received, Vice-Admiral Sturdee was secretly sent out



VICE-ADMIRAL SIR FREDERICK CHARLES DOVETON STURDEE, R.N.,
K.C.B., C.M.G., C.V.O.
Photograph by Elliott and Fry.

to find and sink Von Spee. It was just five weeks after the Coronel disaster that Sturdee, with his squadron, entangled the German ships in a strategic web from which there was no escape. On Dec. 8, 1914, the British squadron was coaling at Port Stanley when two large men-of-war appeared on the horizon. These were part of the enemy's force, which consisted of the *Scharnhorst* and the *Gneisenau*, armoured cruisers, and the *Leipzig*, *Nürnberg*, and *Dresden*, light cruisers, together with some transports acting as colliers. Sturdee had with him the *Invincible* (flag-ship), *Inflexible*, *Carnarvon*, *Cornwall*, *Kent*, *Glasgow*, *Bristol*, *Canopus*, and *Macedonia*. For both sides the encounter was unexpected. The *Kent* was the first to steam out of harbour. She took a position at the entrance. At 9.20 a.m. the *Canopus* opened fire on the *Gneisenau* and *Nürnberg* across the low land at the harbour mouth, and the two German ships turned away. At 10.20 a general chase began, and at 12.47 the signal to "Open fire and engage the enemy" was made, and the action developed into three separate encounters, and all the enemy ships except the *Dresden*, which escaped, were sunk. The escape of the *Dresden* was regrettable, but could not dim the glory of a memorable action, in which Vice-Admiral Sturdee, a seaman already distinguished, gave new proof not only of his ability as a naval strategist, but as a fighter. His brilliant action brought him no less credit than that sailor's instinct which guided him to the right place and at the right time to find and destroy his enemy. The Admiralty also has credit for the success of a plan, at once secret and daring, which involved a voyage across the world,

ME
German se
German p
on the fee
in a hell-h



MEN FROM WHOM MUCH IS LEARNT ABOUT THE GERMAN ARMY'S

German soldiers are generally glad to be captured, knowing they will be well treated and safe. On German prisoners taken at Verdun recently have been found letters that throw much interesting light on the feeling in the enemy's ranks and in Germany. One soldier had written: "We are absolutely in a hell-hole here. . . . If only this wretched war would come to an end. No reasonable man can

MORAL: GERMAN PRISONERS WORKING UNDER A FRENCH GUARD.

justify such a butchery of men. . . . Though we have not been long in the firing-line, we have all had enough of it, and are longing for peace. We should like to send to the front all those gentlemen who caused the war and who profit from it." The men shown in the photograph are employed in levelling a piece of ground, under a guard of French soldiers.—[Photo. by C.N.]



WOMEN MUNITIONERS FOR THE FLEET: A GANG SHIFTING FITTINGS, ETC.

The women munition-workers at the shipyards are proving, it is stated, exceptionally satisfactory in every respect—alike as to the quality of results in the work they perform and in regard to their keenness, thoroughness of method, and the punctuality and regularity of their attendance. We have testimony as to their all-round efficiency from the journalists from the staffs of the leading newspapers



WOMEN MUNITIONERS FOR THE FLEET: POLISHING UP A VESSEL'S PROPELLER.

of the Kingdom who recently visited certain ship-yards. Every variety of work is entrusted to them as auxiliaries to the yard artificers, fitting the electric apparatus on new ships, sharpening saws and implements, cleaning boiler-tubes, core-making, loading trucks. They work wearing brown, or blue overalls (many in trousers) and spare themselves no exertion.—[Press Bureau Photos.; supplied by C.N.]

WH
"I have seen
other journa
build and eq
has to stand



WHERE AN ARMY OF WORKERS TOIL FOR THE FLEET, NIGHT AND DAY: WOMEN SHIP-YARD MUNITIONERS TRANSPORTING STEEL BARS.

"I have seen on the Tyne and on the Clyde," says a special correspondent of the "Times" who, with other journalists, recently visited some of the great ship-building centres of the North, "the men who build and equip the fleets of Britain. . . . The man who builds a battle-ship has to build a hull that has to stand not only the strains of the sea, but also the titanic forces of the great guns and the energy

of engines equal to a fleet of tramps. . . . Every conceivable type of craft is on the stocks. There are submarines that make Jules Verne's 'Nautilus' look like a toy boat on the Kensington Round Pond. This war has seen the usefulness of the small craft, and in consequence they are building everywhere. Every yard is building destroyers, and they do not take long to build. In one yard there is a skeleton

[Continued overleaf.]



WHERE AN ARMY OF WORKERS TOIL FOR THE FLEET, NIGHT AND DAY: A WAR-VESSEL IN A FLOATING DOCK.

Continued. of a ship that will be sailing on what some maps still call the German Ocean in less than two months. The work goes on always, and never for a minute does the din and clatter cease. As darkness falls flares are lit and dawn sees tired men still bearing their weight on drills and riveters after hours of heavy labour." In one yard "shells are made as well as ships. Besides the men-workers there are

13,000 girls in the shops, controlling automatic and semi-automatic shell-making machinery." On the page above, in a floating dock, is a war-ship of a peculiarly swift class, of whose quality in fight as hard-hitters the enemy has already had experience. Floating docks render invaluable service in taking in vessels to have their under-water fittings finally fixed after being launched, and in repairing vessels

(Continued opposite.)

Continued. went in from ing the compl quoted says : topple over



Continued:

WHERE AN ARMY OF WORKERS TOIL FOR THE FLEET NIGHT AND DAY: A SPECIAL-TYPE DESTROYER NEARLY READY sent in from sea, thus freeing dry docks on shore for work on bigger craft. Speaking of a vessel nearing the completing stage similar to that seen above in its building-shed, the "Times" correspondent already quoted says: "The bows, as sharp as a knife, curve upwards until one would almost think that she must topple over. She looks as if she was made to cut the seas and spurn them past her sides, and in reality

that is what she will do. Her decks are of iron, for all wood planking has long ago been discarded. That now applies practically to every kind of war-craft that is being built; while in older ships, wood in every part has, wherever it was possible, been stripped away. One of the lessons of Heligoland, the Dogger, and the Falklands has been taken to heart here. (Official Press Bureau Photographs, supplied by U.S.N.)



WITH THE RUSSIANS IN FRANCE: A FRENCH INSTRUCTOR EXPLAINING DETAILS OF A MACHINE-GUN THE RUSSIANS WILL USE.

In the photograph reproduced above a squad of soldiers of the Russian contingent which landed at Marseilles some time ago, and later, as it has been stated, were transferred to a special base-camp within striking distance of the Front, are seen above while having explained to them the mechanism and working of one of the types of machine-guns that they will use. The officer-instructor belongs to the

French Army, but the Russians are apt pupils and quickly "get the hang" of the weapon. Nothing, accounts say, can exceed the keenness and smartness evinced by all ranks of the Russian contingent, or the pleasure they express, one and all, at finding themselves told off to fight side by side with their comrades in arms of the Western Allies.—[Photo. by Illustrations Bureau.]

Dry firewood
time of
season w
firewood



IN A FRENCH CAMP "SOMEWHERE": KINDLING DAMP FIREWOOD WITH EXCEPTIONALLY LARGE KITCHEN BELLOWS REQUISITIONED.

Dry firewood is an indispensable camp commodity which is usually hard to come by, particularly at this time of year, as near the Front, with the ground everywhere sodden after the winter and spring season wet. Stacks of brushwood and small timber are always being built, but the consumption of firewood is so enormous that the supplies only last a short time, and fresh-cut wood has to be had

recourse to. The kindling process with the driest wood ordinarily available for the cook-houses and kitchens behind the lines is an often trying business, and foraging parties are always on the look-out to requisition any implements, such as the quaint-looking, old-fashioned bellows, that may be made useful, from villages or farmhouses which they come across in their expeditions.



A CUISINE ROULANTE, OF THE EXCELLENT FRENCH COMMISSARIAT SERVICE, AT WORK IN THE FIELD: FRENCH TROOPS HALTED AT THE

The feeding of an army in the field is a most important element of its efficiency, and in this respect the soldiers of France are well cared for. Writing on this subject, Mr. H. Warner Allen, as British Press representative with the French Army, has said: "The French troops are better fed than the Germans. On the other side of the great wall built across Europe the Germans in the first line are given only one meal a day—at noon—and have to be contented at night with the coffee served out to them, or else with such provisions as they have been able to buy by the *cuisines roulantes* (horse-drawn mobile kitchens) excellently since the beginning



D: FRENCH TROOPS HALTED AT THE ROADSIDE FOR A REST AND A MEAL—COOKS DISTRIBUTING SOUP FROM A FIELD-KITCHEN.

subject, Mr. H. wall built across such provisions as they have been able to buy for themselves. The French commissariat has never failed to provide the entire Army with two good meals a day. . . . Excellent service is being rendered by the *cuisines roulantes* (horse-drawn camp-kitchens) which are attached to all the Army Corps at the front. . . . It is common knowledge that the French commissariat service has worked excellently since the beginning of the campaign." Towards the right in the photograph is the regiment's flag, resting on two piles of rifles."—[Photo. by Illustrations Bureau.]



WITH THE "R.F.C." IN MESOPOTAMIA: "TAXI"-ING BACK TO THE HANGAR THROUGH THE SOFT DESERT SAND.

The general public at home have yet to be informed in detail as to the doings of the detachment of Royal Flying Corps which has been—and is—on service with the British Expeditionary Force in Mesopotamia. The officers and men of the Corps have, however, distinguished themselves for their excellent and highly valuable work, particularly in reconnaissance, just as their comrades on other fronts have

done. They have been specially commended at various times by General Nixon in his despatches, not only for the "accurate information" they provided him with day after day throughout his advance up country from the Persian Gulf, but also for their "intrepidity and devotion to duty" under fire on other occasions. During the siege of General Townshend's force in Kut a certain quantity of provisions

(Continued opposite.)

(Continued.)
indeed, were
besieged garrisons
for provisions on
two occasions.



Continued.]

WITH THE "R.F.C." IN MESOPOTAMIA: AN INDIAN SENTRY OVER THE HANGARS—MECHANICS OVERHAULING NUTS AND SCREWS. indeed, were dropped by aeroplane—running the gauntlet of the enemy's fire—within the lines of the besieged garrison. The exploit marked the first time on record on which aeroplanes have been used for provisioning troops. Before the advance of General Townshend's force from Kut on Ctesiphon, on two occasions R.F.C. aeroplanes conveyed Major-General Kemball, of the Headquarters Staff, from General

Nixon's base-camp to discuss personally with General Townshend the project of the advance and inform him of expected reinforcements. The Mesopotamia army Flying Corps' detachment suffered severely at the battle of Ctesiphon. "Unfortunately," as the late Commander-in-Chief recounted, "several officers and machines were compelled to descend within the enemy's lines."—[Photos. by C.N.]

THE BEGINNINGS OF MODERN WAR-MACHINES: I.—SOME EARLY SUBMARINES.

AS long ago as 1578 a description of a proposed submarine boat was published by an Englishman named William Bourne. The amidship section of this vessel (Fig. 10) was similar to that of a surface-boat, the upper deck being, of course, water-tight.

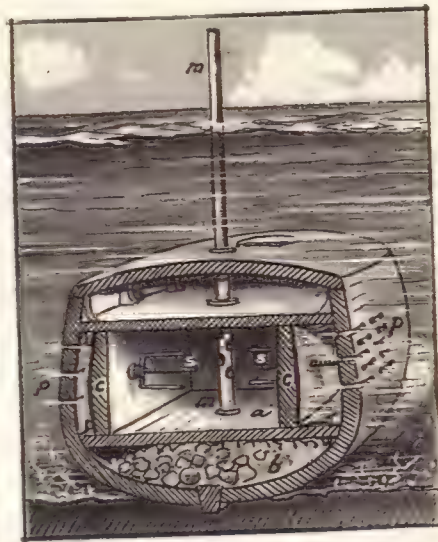


FIG. 10. — FROM WILLIAM BOURNE'S DESCRIPTION, 1578: PROBABLY THE EARLIEST SUBMARINE DESIGN (CONJECTURAL).

A lower deck (a) was provided, ballast (b) being carried in the space below it. Between the decks sliding bulkheads (c c) were fitted, these bulkheads being forced outwards or drawn inwards by horizontal screws (s s) to raise or submerge the vessel. Perforations in the sides of the boat (p p) allowed the water to follow the bulkheads when these were drawn inwards, and in that way the boat was submerged by the reduction of its buoyancy. A hollow mast (m), whose upper end always remained above the surface, allowed air to enter or leave the interior when the bulkheads were moved.

The *Gentleman's Magazine*, in 1747, described a curious type of under-water boat built by Denis Papin about 1690 (Fig. 11). The illustration of another type of submarine (Fig. 12) is taken from the same journal. The first submarine used in actual warfare was constructed by David Bushnell, an American, in 1776 (Fig. 1), to attack the British Fleet then blockading the American coast. One man operated this vessel, propelling it horizontally by a one-hand-driven screw (A), and vertically by a similar screw (B). A valve in the bottom admitted water to submerge the vessel, and this water was ejected by a hand-pump to raise it to the surface. The rudder (C) was moved by a tiller under the man's arm (see broken white line). The weapon carried by this boat consisted of a detachable "mine" (M), which was connected by a cable with a vertical screw (S) workable from the interior of the vessel. Having succeeded in getting under the bottom of the enemy vessel, the "mine" was to be attached to it by the screw and exploded after the submarine boat had left. No success, however, attended the operations of this craft,

as the bottoms of the vessels attacked resisted the entrance of the screw, probably because of their copper sheathing. Another early American submarine is shown in

Fig. 2, completed by Robert Fulton in 1801. This boat was propelled by hand, and was fitted with diving planes aft (A). A detachable spike (B) projecting from the conning tower was intended to embed itself in the enemy ship's bottom, and in that way to ensure contact with a mine towed by the submarine, whose tow-line passed through an eyelet in the spike. A mast and sail were used when on the surface (C). Bauer's submarine (Fig. 3), a German invention, designed in 1850 for use against the Danish Fleet, was, like Fulton's *Nautilus*, driven by hand; the trim of the vessel, however, was maintained by a weight (W) moved horizontally by screw-gearing.

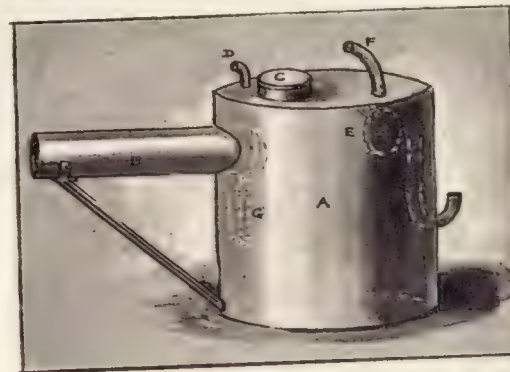


FIG. 11.—BUILT FOR PRINCE CHARLES OF HESSE-CASSEL, ABOUT 1690: DENIS PAPIN'S SUBMARINE, BASED ON ONE BY A DUTCHMAN, VAN DREBEL.

A French submarine, *Le Plongeur* (Fig. 4), 140 feet long and carrying twelve men, was built in 1863. This boat was driven by compressed air, and armed with a spar-torpedo (T). The first "Holland" submarine was built in 1875 (Fig. 5). This little craft was operated by one man, who wore a diving-suit and obtained air from reservoirs inside the boat. She carried five small torpedoes, which were launched through the "conning tower," and fired electrically.

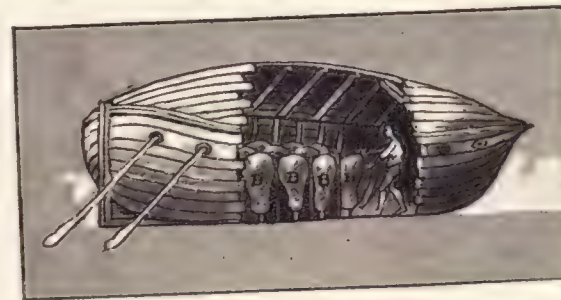


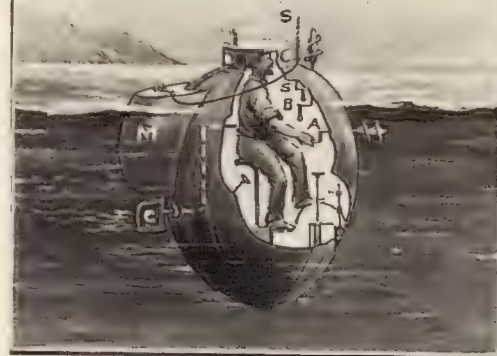
FIG. 12.—SUBMERGED AND RAISED BY FILLING (WITH WATER) AND EMPTYING LEATHER BOTTLES (B B): AN EARLY SUBMARINE

This boat is generally attributed to Symons, 1747, but Colonel Field believes it to be the one designed by Abbé Borelli, 1680.

A submarine vessel named *Resurgam* (Fig. 6), produced in 1879, is of peculiar interest in that steam was its sole motive power.

Continued } TH
Hydroplanes (A
built by Ash
regulated by n
the sides of t

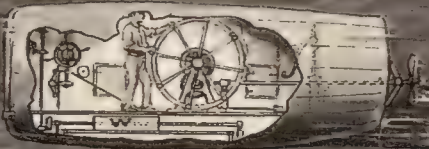
1. BUSHNELL'S
"TURTLE" 1776.



2
FULTON'S
"NAUTILUS"
1800-1801.



3
BAUER'S SUBMARINE (No. 1)
1850.



5
"HOLLAND No. 1"
1875.



4.
CAPT. BOURGOIS'
"LE PLONGEUR"
1863.



9. NORDENFELDT No. 3
WITH INTERNAL TORPEDO TUBES.
1887.



6.
GARRETT'S SECOND SUBMARINE
"RESURGAM"
1879-80.



7. ASH AND CAMPBELL
"NAUTILUS"
1885



8. WADDINGTON'S
"PORPOISE"
1886.



Continued.] THE BEGINNINGS OF MODERN WAR-MACHINES: I.—STAGES IN THE EVOLUTION OF THE SUBMARINE—SOME OF ITS EARLY ANCESTORS.

Hydroplanes (A) were attached amidships to assist in diving. A second "Nautilus" appeared in 1885, built by Ash and Campbell (Fig. 7), electrically driven by twin screws. The buoyancy of this boat was regulated by motor-driven pistons which drew in or ejected water from cylinders (cccc) projecting from the sides of the vessel. A crew of six men was carried. In 1886, Waddington's "Porpoise" (Fig. 8)

was constructed. Electric power was again used; movement ahead or astern was effected by a screw propelled aft and in a vertical direction by small propellers revolving in vertical tunnels (TT) passing through the hull, one forward, one aft. A detachable safety-weight (S) was fitted beneath the keel. "Nordenfeldt's No. 3" (Fig. 9) built in 1887, was the first submarine to launch torpedoes from tubes inside the hull.

E. S. Robinson



SWITZERLAND, KIND "GODMOTHER" OF THE DISABLED: CHÂTEAU D'OEX, WHERE EXCHANGED BRITISH PRISONERS ARE INTERNED.

Switzerland has earned the gratitude of all the nations at war by her splendid work for the wounded. An agreement was recently concluded for the exchange of British and German disabled prisoners, and their internment in Switzerland, where most generous efforts have been made on their behalf. The train bringing the first batch of 304 British prisoners (including 32 officers) left Constance and reached Switzerland on May 30. At every station after crossing the frontier our men were enthusiastically welcomed. Their destination was Château d'Oex, a beautiful mountain village near Montreux, on Lac Léman. Château d'Oex was chosen as the first place which had asked to be allowed to receive disabled prisoners. A further 150 British wounded arrived there a day or two later.—[Photo. by James.]

Between fifty
lengths of gun-
without its rec-
The reader can



ON THE ITALIAN FRONT: SHIFTING A 12-INCH GUN TO A NEW POSITION BY MAN-HAULING WITH DRAG-ROPES.

Between fifty and sixty tons of dead weight is what a 12-inch gun weighs, according to the differing lengths of gun-barrel of various "marks," or patterns. The weight is that of the gun-barrel by itself, without its recoil-fittings and mounting-gear, and the weight in addition of its solidly built carriage. The reader can realise something of the muscular power required for the "man-handling" with drag-

ropes of such a ponderous piece of ordnance as the Italian 12-inch gun seen in the illustration. That shows the long team of men required to move the gun over stony ground when shifting its firing position. The Italians have done wonders in the way of transporting heavy artillery all over the Alpine districts, to a large extent by man-traction.—[Photo. by Alfieri.]



BRITISH HONOURS FOR ITALIAN BRAVERY: PRINCE ARTHUR OF CONNAUGHT BESTOWING DECORATIONS IN THE GARDENS OF OUR EMBASSY AT ROME.
 Prince Arthur of Connaught recently spent two days in Rome, afterwards going on to the Italian front. At Rome he bestowed decorations, on behalf of King George, on a number of Italian officers who co-operated with our Adriatic Mission in Albania to save the Serbian Army. The ceremony took place in the gardens of the British Embassy on May 24, the first anniversary of Italy's entry into the war, and our own Empire Day. Among those present were the Italian Ministers of War and Marine, the Prefect of Rome, and Prince Borea Dolmo. The K.C.M.G. was conferred upon Admiral Cutinelli, other decorations on three Italian military officers and seven naval officers, and the Distinguished Service Medal on ten warrant officers and men of the Italian Navy.—[Photo. by Morano-Pisculli.]



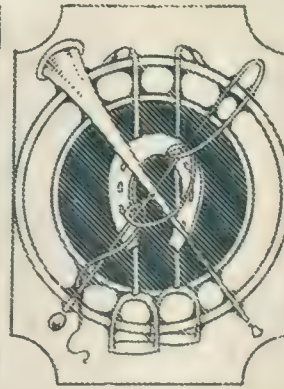
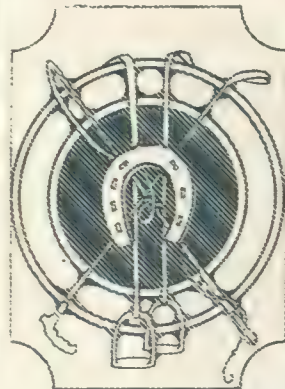
A
 The "Königs
 and rendered
 How many of
 was hammere



A GERMAN PHOTOGRAPH FOUND AT THE CAPTURE OF AN ENEMY CONVOY IN EAST AFRICA: ONE OF THE "KÖNIGSBERG'S" GUNS.

The "Königsberg" had ten 4.7-inch guns on board when she was shelled by the two British monitors and rendered *hors de combat* in her hiding-place up the Rufigi River, in German East Africa, a year ago. How many of the ten were then destroyed is unknown, but some of them must have been, as the ship was hammered to pieces and set on fire. Some, it is stated, were got ashore after the British ships

were left, and transported inland to fortified positions. Two of these are understood to have been since captured by General Smuts. Our photograph is a German one. It shows a "Königsberg" gun mounted in a redoubt; also members of the gun-team. The photograph was found among some spoil taken in a German convoy "somewhere" in East Africa.



WOMEN STAFFING AN ARMY REMOUNT DEPOT: FORMER-DAY LADY RIDERS TO HOUNDS WHO RELEASE SOLDIERS.

A number of letters have appeared in the papers recently in regard to hunting in general and the war, and as to the usefulness of riding to hounds as training in nerve and war leadership. As to what hunting men have done, or are doing, we have the testimony of the Official Despatches, lists of awards of distinctions, V.C.'s, D.S.O.'s, and so on; also of names which figure on the Roll of Honour. Not a

few lady riders to hounds are performing their share of war work in a form for which they are, more than any other class of women, best suited. They staff, practically entirely, as a fact—and as the photographs on this page and that opposite show—a certain remount depot, where horses purchased for Army service are broken in and trained; thus relieving the former male staff of the establishment for

[Continued opposite.]

[Continued.]
service with
their working
mounting for
others of the



Continued.

WOMEN STAFFING AN ARMY REMOUNT DEPOT: CARRYING FOOD FOR THE HORSES.
service with the colours. Illustration No. 1 on the page facing shows the lady staff of the dépôt in their working garb, breeched and booted and spurred. No. 2 shows one of the ladies in the act of mounting for rough-rider's work a vicious horse which requires for the moment the attention of two others of the staff as well. No. 3 shows a member of the staff trying a newly arrived animal. In

the photograph on this page we see something of the routine work of the dépôt: ladies carrying hay—no light loads of it—and buckets of water for feeding the horses. All sorts of horses, many from across the Atlantic, pass through the Remount depots, and often prove rough customers to handle and get into shape.—[Photos. by S. and G.]



FRANCE AND THE AGRICULTURAL PROBLEM: A HELMETED SOLDIER SOWING AUTUMN CROPS. In a way, the two companion illustrations above may count as among the most interesting and instructive of war-pictures. They instance, and testify to, the marvellous spirit of patient confidence characteristic of France during the present hour of trial. The photographs were taken in the Marne sector of the general line, within a few hundred yards of the front in that quarter. The locality was



FRANCE AND THE AGRICULTURAL PROBLEM: SOLDIERS PLOUGHING CLOSE TO THE FRONT. just in rear of the French second-trench line, part of the barbed-wire entanglements of which are seen close by at one side of the helmeted soldier in the left-hand photograph, seen sowing for a late autumn crop. In the right-hand illustration again, soldiers in képi and helmet are seen on similar field work.—
[French Official Photograph; supplied by Newspaper Illustrations.]

AUSTRALIA
"Go home,
the German
place where
out the ins



AUSTRALIA EVER ADVANCING: REINFORCEMENTS LEAVING THE CENTRAL RAILWAY STATION, SYDNEY, ON THE WAY TO GO ON BOARD SHIP.

"Go home, Australians—we have no quarrel with you!" Such, it has been told, was the greeting that the Germans in the trenches in Flanders shouted across to some of the lately arrived "Anzacs," at one place where the lines are very close. The German heads that had bobbed up for a second to call out the insolent message, bobbed down again quickly as the Australians replied with their rifles. In

that connection it might not be a bad thing if some of our "Anzac" readers at the Front were to toss over into the German trenches rolled up copies of the present issue of "The War News," with the illustration shown above, just to let the enemy know that still more Australians are on the way to reinforce those already facing them!—[Photo. by Underwood and Underwood.]



THE FRENCH ARMY CARRIER-PIGEON SERVICE: SENDING OFF A MESSAGE.
Before the advent of wireless telegraphy, the telephone, and the aeroplane, carrier-pigeons were universally employed by the armies of Europe. Every large fortress and army corps' headquarters had its pigeon-lofts and special pigeon attendants. All navies also had their pigeon service. Pigeons are still found useful, as the illustration of a despatch-carrier being sent off behind the lines shows.—[Photo. by Alfieri.]



COMMANDING THE RHODESIANS INVADING GERMAN EAST AFRICA: GEN. NORTHEY.
Brig.-Gen. Edward Northey is an officer of the King's Royal Rifles. He entered the Army in 1888, and first saw active service on the Indian North-West Frontier. He knows African fighting well, having been through the South African War of fifteen years ago. He was with Sir George White's army at the battle of Talana and at Ladysmith, and was mentioned in despatches.—[Photo. by Elliott and Fry.]

K. OF
Lord Kitchener
invited a
to him at
and much



K. OF K. PLAYS THE HOST: LORD KITCHENER ENTERTAINS A NUMBER OF WOUNDED SOLDIERS AT BROOME PARK, HIS SEAT NEAR CANTERBURY.

Lord Kitchener is very sympathetic with the soldiers who have been wounded in the war, and recently invited a number of the inmates of the Manor Court Army Nursing Home, Folkestone, to pay a visit to him at his beautiful Kentish seat, Broome Park. The men were conveyed to the Park in motor-cars, and much enjoyed their visit, the grounds and gardens being in the full glow of their early summer

beauty. Lord Kitchener was kindness itself to his guests, and was specially attentive and considerate to a soldier who has been blinded in both eyes, and is seen, in our photograph, sitting close to the Field-Marshal. Miss Harrold, the Sister-in-Charge, who is very popular with the soldiers, is on the left of the picture.—[Photo. by Farrington Photo. Co.]

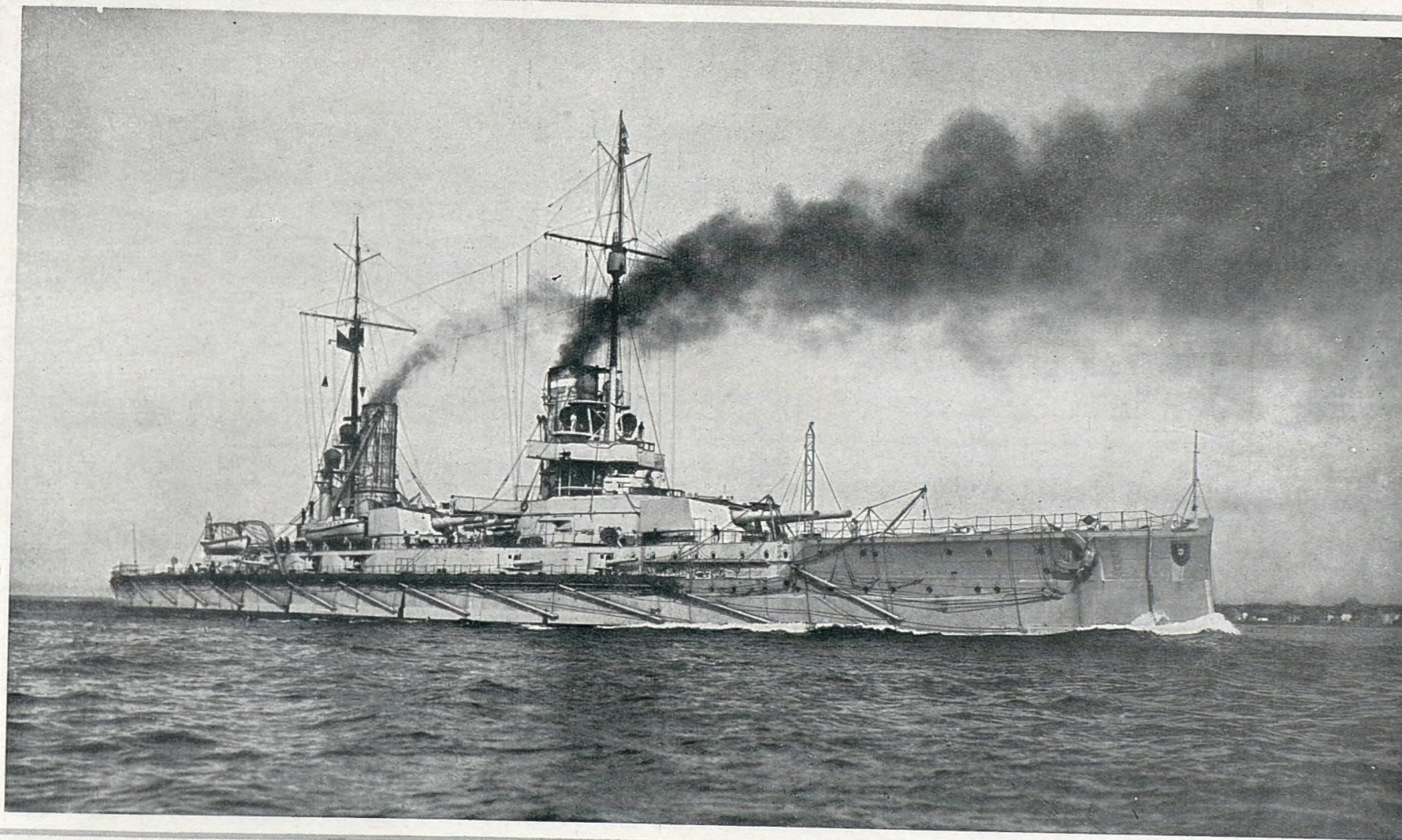


A "PROTECTED CRUISER" OF THE RAILWAY: AN ARMoured TRAIN, MANNED BY FRENCH MARINES, ON ITS WAY TO THE FRONT.

Railways play an extremely important part in modern warfare, not only as means of communication for the conveyance of troops and supplies, but also for offensive purposes through the use of armoured trains. In the present war the armoured train, which might be called a "protected cruiser" of the railway, has been used to a far greater extent than ever before. It is, in fact, altogether a recent weapon, and a very effective one. Armoured trains were employed in South Africa, it may be recalled, during the rebellion earlier in the war, and they have figured in various other theatres of operations. Even in the Irish rising an improvised one was used against the rebels, at Enniscorthy. As our photograph shows, the French type of armoured train can carry a gun of considerable calibre.—[Photo, Baudouin.]

NAME-SH

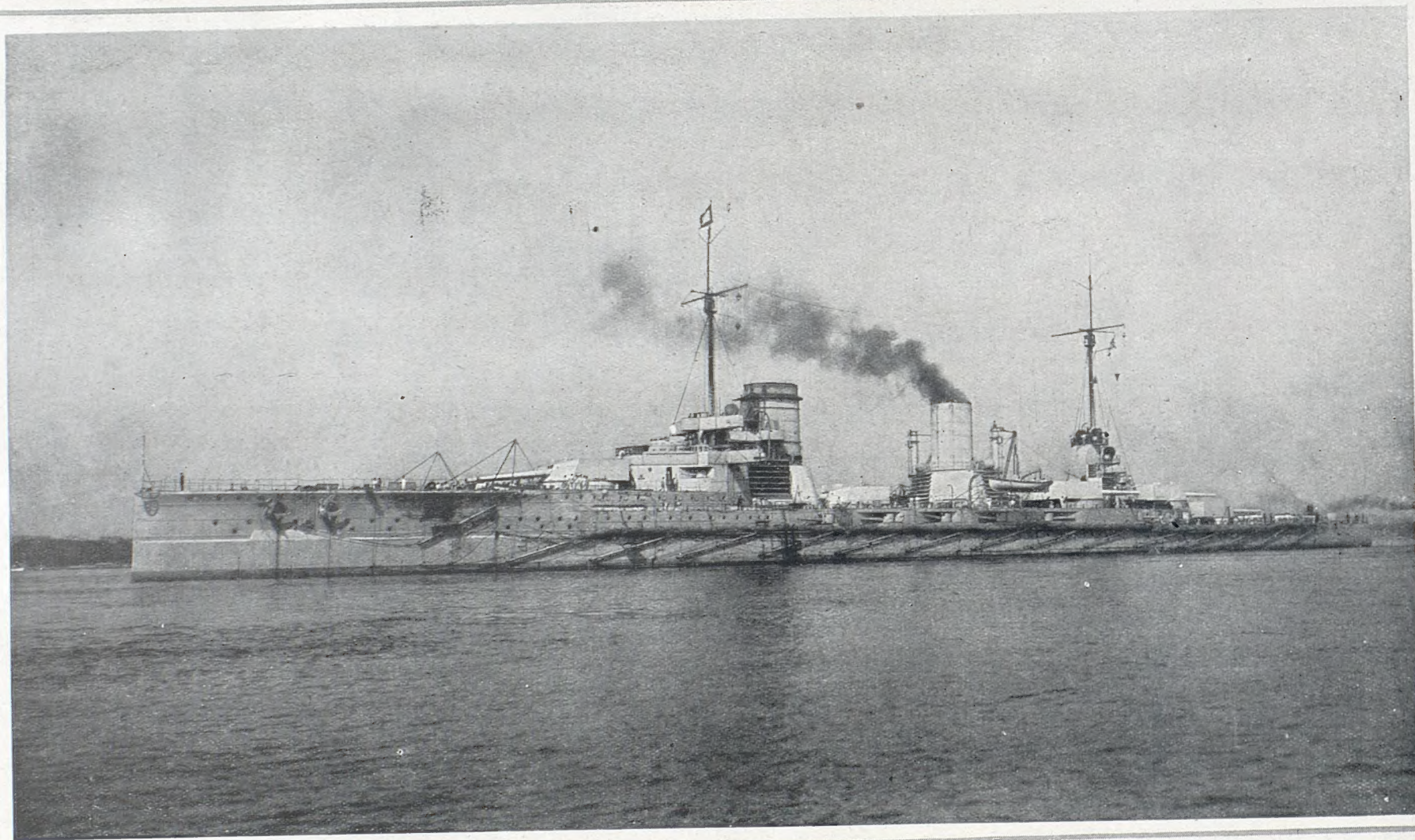
In the second
May 31, it was
by British destr
sunk by gun-f



NAME-SHIP OF A CLASS OF GERMAN DREADNOUGHTS OF WHICH TWO WERE REPORTED SUNK IN THE GREAT SEA-FIGHT: THE "KAISER."

In the second communiqué issued by the Admiralty regarding the great naval battle off Jutland on May 31, it was stated: "One Dreadnought battle-ship of the 'Kaiser' class was blown up in an attack by British destroyers, and another Dreadnought battle-ship of the 'Kaiser' class is believed to have been sunk by gun-fire." The Admiralty's third announcement, issued on June 4, said: "The Admiralty

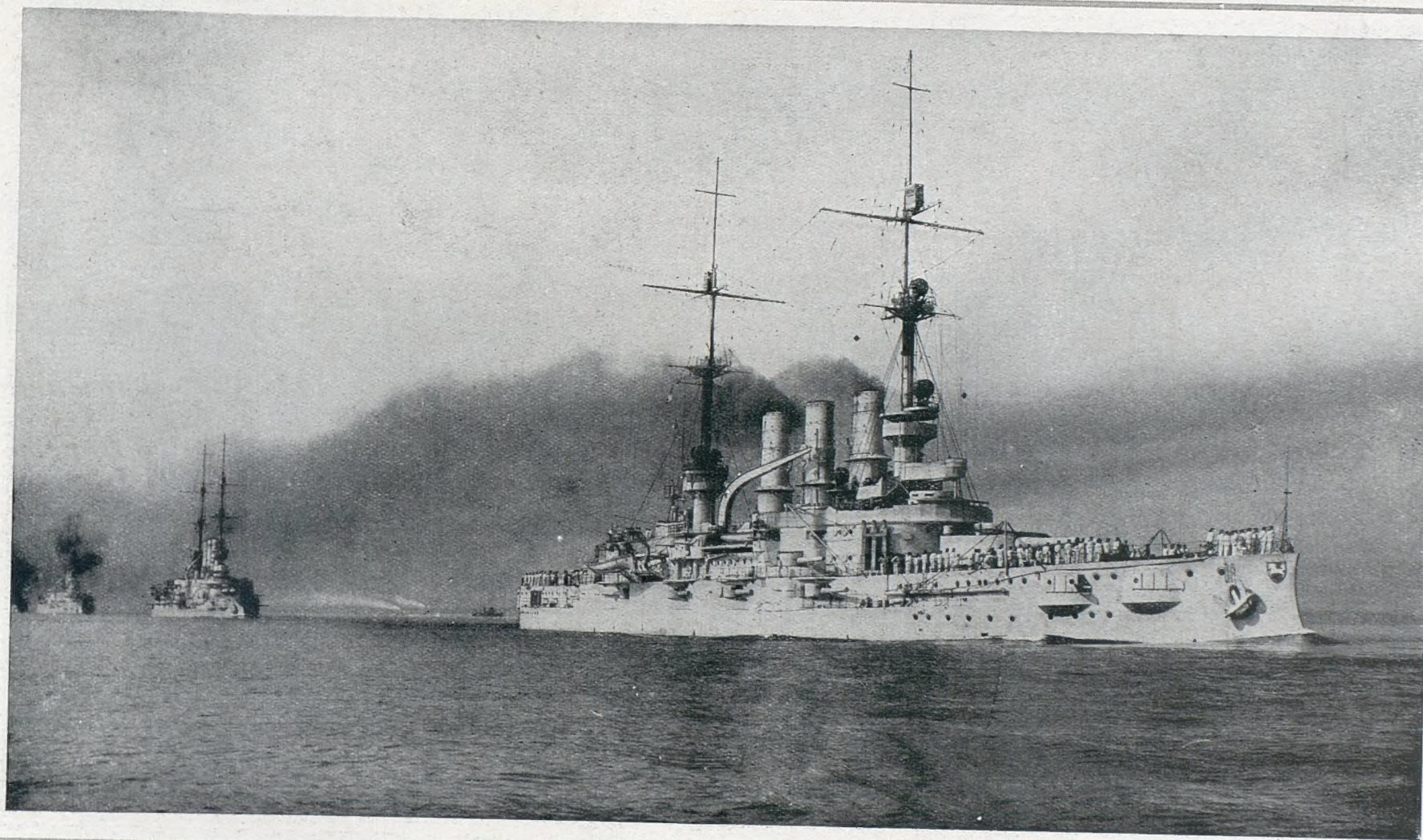
entertain no doubt that the German losses are heavier than the British—not merely relatively to the strength of the two fleets, but absolutely. There seems to be the strongest ground for supposing that included in the German losses are two battle-ships." The "Kaiser" Dreadnoughts consist of five ships—the "Kaiser," "Friedrich der Grosse," "Kaiserin," "Prinz Regent Luitpold," and "König Albert."



ONE OF GERMANY'S LATEST DREADNOUGHT BATTLE-CRUISERS, TWO OF WHICH THE ADMIRALTY BELIEVE WERE SUNK: THE "SEYDLITZ."

Among the enemy ships which the Admiralty, in their third communiqué regarding the battle off Jutland, stated that there seemed "the strongest ground for supposing" were included in the German losses, were "two Dreadnought battle-cruisers of the most powerful type." The previous announcement by the Admiralty had said: "Of three German battle-cruisers—two of which it is believed were the 'Derfflinger' and the 'Lutzow'—one was blown up, another was heavily engaged by our battle fleet, and was seen to be disabled and stopping, and the third was observed to be seriously damaged." The "Seydlitz" was completed in May 1913, the "Derfflinger" in July 1914, and the "Lutzow" probably last year. The two latter were each provided with eight 12-inch guns, and the "Seydlitz" with ten 11-inch guns.

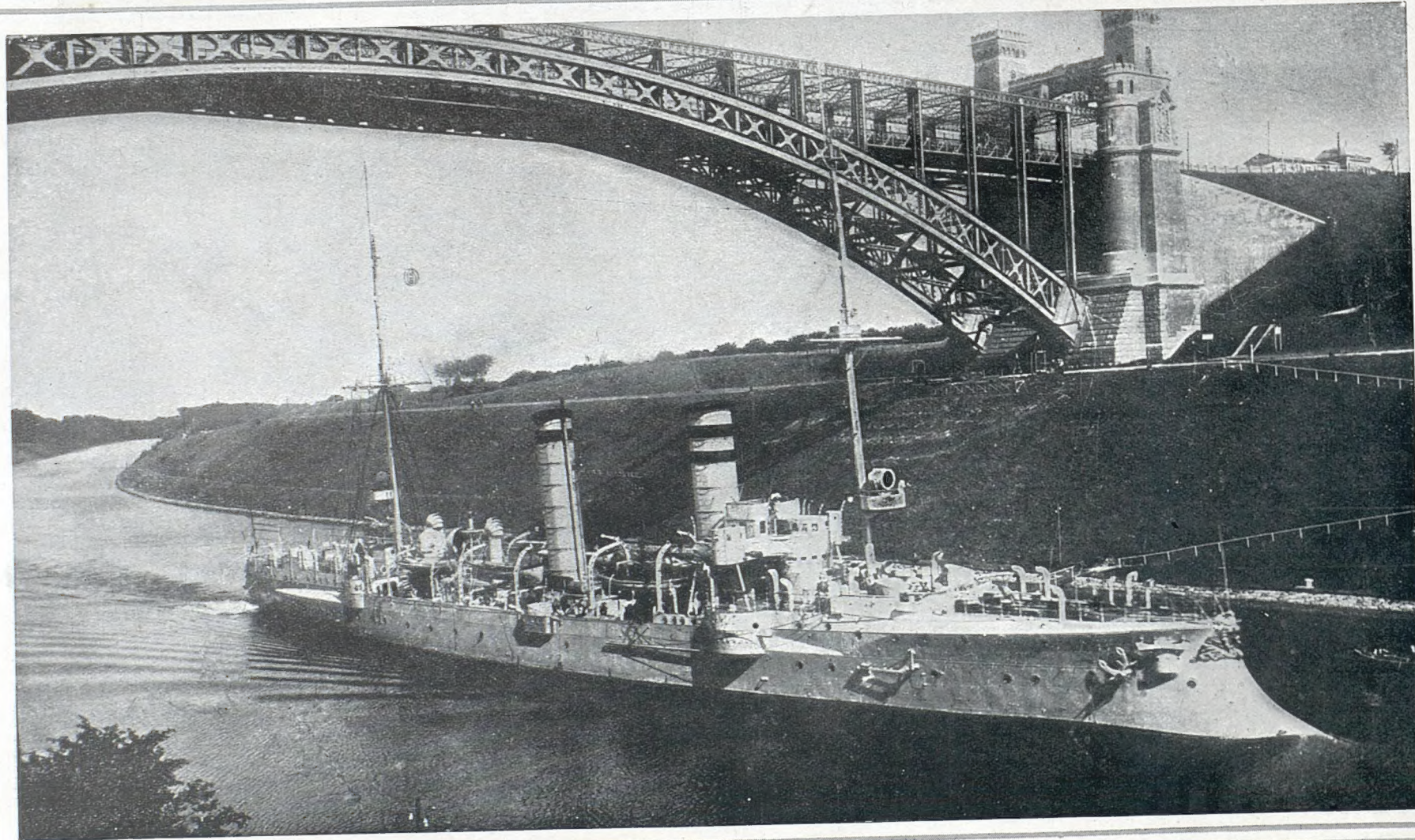
The loss of t
after the gre
was sunk by
by a torpedo.



A GERMAN BATTLE-SHIP SUNK BY A BRITISH TORPEDO IN THE GREAT SEA-FIGHT OFF JUTLAND: THE "POMMERN."

The loss of this battle-ship was admitted by the German Admiralty in their official report issued the day after the great naval battle off Jutland. "On our side," it stated, "the small cruiser 'Wiesbaden' was sunk by hostile artillery fire during the day's engagements, and the 'Pommern' during the night by a torpedo." With regard to the German statement, it may be recalled that the British Admiralty

said, in the communiqué issued on June 4: "The enemy losses are less easy to determine. That the accounts they have given to the world are false is certain—and we cannot yet be sure of the exact truth." The Admiralty's own estimate of the German losses is given on a previous page. The "Pommern," completed 1907, was one of the "Deutschland" class of pre-Dreadnought battle-ships.



A GERMAN CRUISER WHICH "THERE IS THE STRONGEST GROUND FOR SUPPOSING" WAS DESTROYED IN THE BATTLE: THE "FRAUENLOB."

The German light cruiser "Frauenlob" was mentioned in the British Admiralty's communiqué of June 4 as being one of the enemy ships which "There is the strongest ground for supposing" to be "included in the German losses." Other German ships mentioned in the same category were "two of the latest light cruisers ('Wiesbaden' and 'Elbing') and "a light cruiser of the 'Rostock' type." The official German version of the battle, circulated by wireless, on June 1, stated: "The fate of the 'Frauenlob,' which is missing, and of some torpedo-boats which have not yet returned, is unknown." The "Frauenlob," completed in 1903, was a sister-ship to the "Arcona" and the "Undine," carrying ten 4.1-inch guns. The "Rostock" was completed in 1913, and the "Wiesbaden" later.—[Photo. by C.N.]